The National Falcon News

The Monthly Magazine Of The Falcon Club of America

May 2012
Family Falcon Issue

Tom Lauppe
Middletown, Delaware

1964 Falcon Sprint Hardtop
A One Family Car

The National News
Falcon
May 2012

COVER: TOM LAUPPE

Tom Lauppe's 1964 Sprint has been in his family since the beginning. This Family Falcon issue leads with two Family Falcon stories from the past. Tom Lauppe's Sprint has an international flavor, while Joseph Lewis vows to keep his Ford Falcon Family Forever!

Read more on pages 3 and 16.

Think your Falcon should be on the cover? Send in high resolution digital photos (300 dpi at 8 x 10 inches). Please remember to set your camera on "High" or "Fine" for the best size/quality of the photo.

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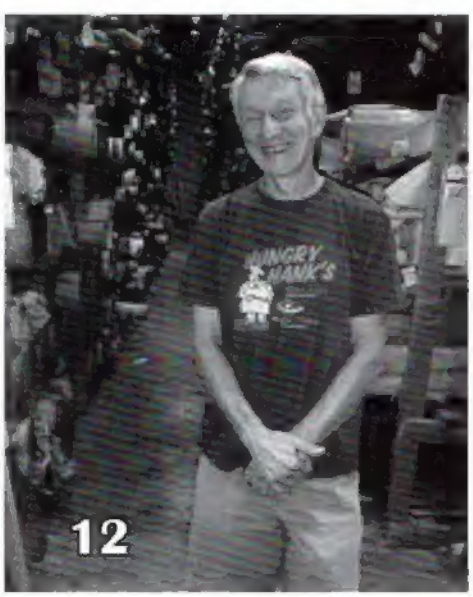

MY FALCON STORY

BY TOM LAUPPE

ALL IN THE FAMILY
OR
HOW THIS 1964 FALCON SPRINT HARDTOP IS A ONE FAMILY CAR

In a fortunate twist of fate, the early 1960s found Ford Motor Company interested in racing and rallying in Europe. Their support of the Monte Carlo Rallye in1963 produced high placed results for the 1963 Falcon. The European rallye season in 1964 included many 1964 Falcons. Perhaps as a result of that, there was a strong move to sell Ford cars in Europe, where a 1964 Falcon Sprint hardtop export model was for sale in Madrid, Spain. That is when my father, Carl Lauppe, found the four speed, 260 cid Sprint Hardtop in Spain and purchased it. It was manufactured on 23 September 1963 at the Metuchen plant.

He worked for Reynolds International, a division of the Reynolds Metals Company, and represented the American 50% interest in an aluminum plant located just 22 kilometers northwest of Pamplona, Spain, where he lived for over five years. He was the co-plant manager with the Spanish plant manager, Mr. Juan Barbarana, for Industria Navarra del Aluminio SA (Inasa).

From then until August 1969 when the Falcon was shipped back to Florida, the Sprint lived a very interesting life in the beautiful foothills of the Pyrenees Mountains and in the same town where the famous Running of the Bulls Festival, the San Fermin is held each year. Pamplona was also the well know residence of Ernest Hemingway where he wrote *The Sun Also Rises* in 1926. The Falcon caught my attention during my two visits there in 1967 and 1968. My sister lived there too, and even recalls people routinely taking their cars alongside clean, clear, pretty creeks in the countryside to wash them as there were no car washes in town at the time and our family lived in an in-the-city penthouse with no place to wash cars. My father asked her to spot sand a little chipped paint area on the hood once after it was washed. Well, she and my stepmother did some serious sanding and it went well beyond the area needing touchup! I still have pictures of the sanded hood.

So it can safely be said that the Sprint had a very interesting life there and was along for bull fights, running of the bulls, drinking at Hemingway's favorite bar, and side trips to Barcelona, Madrid and the beautiful Biarritz France beach and Grande Casino.

In 1969 The Falcon "retired" to a leisurely life on beautiful Lake Weir in central Florida living on the leeward side of the lake under a car port. There she made occasional trips to the store, County Line Bar and the local county dump. The primary duty was to remain parked at home until the trunk, rear seat and right front seat were all filled with boxed and bagged trash awaiting transport to the dump. Living in the country there and having the Falcon family trash duty I began the first serious recycling program for our family. Whenever I was able to visit, I always made a point to my father that we needed to take the Sprint out and exercise it. And we did!

In 1989 my stepmother died and then my father had two cars but only felt one was needed, him being old school and all. Imagine that! Only one car!

For years I had reminded him that, "Even though I grew up being a Chevy Guy when you get ready to get rid of the Falcon, don't! I want it and will bring her back to her original like-new beauty." Finally in 1992 or 1993 he finally sold it to me for $1.00. We planned our special road trip and drove together from Florida to Charlotte North Carolina and then trailered it the rest of the way to Delaware, her new home.

Now with only 53,000 miles the project began. Once finished, my father joined me to christen her when she was licensed for the first time in Delaware with the vanity tag, SPRINT. Not long after that, the Sprint attended her first Falcon Club of America event, the Nationals at Valley Forge Pennsylvania in July 1994. Little did I know when I parked next to Glen Kuhn that there would be another story there, too…but that is for another time.

Our One Family Falcon has attended and enjoyed many regional and national FCA events as well as other shows. It has been a pleasant ride all along the way—pun intended! Perhaps someday another true export car will be at a show and my Falcon and another "international" Falcon can reminisce about the good ole days living overseas.

My father would like that.

—Submitted by Tom Lauppe (FCA #365)
Middletown, Delaware

The Long Way Home From the Convention

Last November while my wife and I were talking about the migration to Steamboat she suggested we continue our travels after the convention. We had never been to any of the big attractions such as Yellowstone, Mt. Rushmore or the Badlands, so the planning began. We started our planning at the local AAA office. After nailing down a couple nights at Yellowstone the route planning was done by our AAA representative. Our first overnight stop after leaving Steamboat was to be in Pineville, Wyoming and the next day was a scheduled arrival in Yellowstone with two overnights in the Old Faithful Inn cabins. After a couple more weeks of tweaking the plan we had it locked down and reserved as far as Wall, South Dakota. After that we were on our own.

When the dust settled we had Carl and Naomi Henderson with their grandsons, Jack and Colleen Ellis, Doug Browning and Darla Magness, Ed and Cindy Dapore and Phil and Rosemarie Barber. This made for a group of 12 hardy travelers and included three Falcons, a Buick SUV and a Mercedes that took the rear to get some good photos and stay out of the way of the Falcons; after all this was a Falcon Club endeavor.

We departed our hotel in Steamboat after saying our farewells to our Falcon Club family. This is always a bit of a downer–after so many days of activities now it is over. But this time we have another week ahead of us! Pineville, Wyoming was about 340 miles Northwest on country roads with great views. Pineville is very close to the Tetons so we had wonderful views view to enjoy for the entire day.

We arrived late afternoon and made a plan for a nice dinner across the way in a local Café, one of our favorite ways to end the day with friends. The next morning we arrived in Jackson Hole after 75 miles of spectacular scenery. Once there we spent a couple hours visiting the town square park and having lunch. We then headed out for the short ride of about two hours to our destination at the Old Faithful Inn in Yellowstone. We were warned not to excite the buffalo and to let them go where they wanted—when they wanted—so caution is best. He looked to be quite old and docile, but you never know; he could go wild any minute. We kept our distance.

We enjoyed the tour of Yellowstone in a 1936 Mack Bus that has been modernized by Ford for the park use. The driver opened the hood for us. It has a propane fueled 351 Ford Cleveland engine and all modern Ford drive components. A great way to see the park and best

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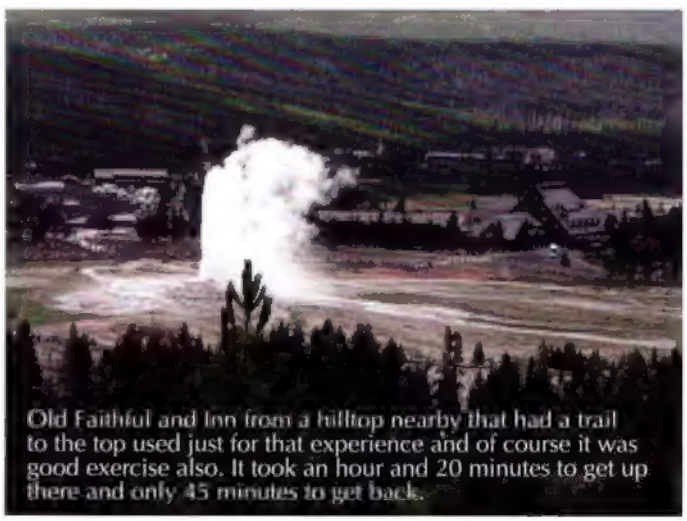
Spectacular views all day long

Steer clear of buffalo!



Old Faithful and Inn from a hilltop nearby that had a trail to the top used just for that experience and of course it was good exercise also. It took an hour and 20 minutes to get up there and only 45 minutes to get back.

By Phil Barber

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CLASSIFIED ADVERTISING

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

***Email your classified ads to:* fca.editor@yahoo.com**

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! ($).

Make your ad look like this:
1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. $2000 OBO. Joe Falcon, 555-555-5555 or *123falcon.com*. PA.

Not like this:
' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. $ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

To Advertise: *FCA members are entitled to two free ads per issue (***limit 50 words per ad***). Each ad must appear in a different section of the Classified Ads. Additional ads per category are $10. each. Ads with photo are $20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad.* All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** *Non FCA member ads are $10. each. Ads must follow the same guidelines as member ads.* Photo ads are an additional $20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. **NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com** Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

NEW EDITOR EMAIL: fca.editor@yahoo.com

FALCONS FOR SALE

1960 Ford Falcon two door sedan. 144 Cid w/ 2 speed Fordomatic trans. Raven Black with silver/tweed interior. 89,000 miles. 2002 restoration. Very nice car. Needs to be driven. Best offer. Email or call, bbock123@consolidated.net or 724-265-2765. Robert Bock, Pittsburgh, PA.

1962 Falcon Station Wagon. Deluxe package. Original rust free Arizona car. White/Chestnut brown. Six cylinder later model, with automatic transmission, air conditioning. Has been stored indoors and well maintained. Drive anywhere. $10,900. John Prosje, 954-467-8371, marlene@prosje.com. FL.

1962 Falcon Ranchero, 6 cylinder standard transmission. New brake cylinders and hoses. Runs like a clock, good exhaust system. Body and bed interior perfect. No rust ever. Original spoke hubcaps. Black original bucket seats and console. Always in dry storage. Need to sell, $8900. Offers considered. I am 83 years old and cannot care for it anymore. Clyde King, 618-349-8821, nights 618-349-8812. IL.

1962 Falcon Futura, white, blue interior. Inline 6-144 cid. Good glass, trim, and chrome. New plugs, carburetor, vacuum advance, distributor cap/rotor, and fuel pump. Runs good. Some rust rear passenger quarter. Includes fender

skirts, original sales catalog, and maintenance manual. $4900 OBO. Holly Casillas, 309-496-2761 or nurseholl-lace@hotmail.com, IL.

1962 Ford Falcon Ranchero. Health challenges stopped restoration. 5.0 w/throttle body FI, AOD transmission w/new floor shifter. Hooker Super Comps Headers w/exhaust gas analyzer bung installed and second bung in the box. New Summit 909189 mufflers, two each. New radiator w/outlet moved to left side and new radiator hoses and thermostat. Ford big block sparkplug wires w/rocker arm rails. Chrome rocker arm covers and oil pan w/new pump and pickup. Granada front end w/disc brakes, new upper ball joints, 8" rear end w/cut down trued and balanced drive shaft & 15"x7" chrome wheels. Two spare tires w/chrome rims, one standard and one blow up. New floor pans two-piece for each side and a 1963 Falcon transmission cover. Heater shrouds, inlet air and hard defroster. New turn signal switch w/turn lever ITB. ITB gas tank sending unit and a frame rail fuel pump. New rear brake shoes and new shocks all around and a new brake master cylinder. Grant 415 steering wheel w/horn button. Also, a 1991 Mustang 5.0 roller motor with multiport FI, new timing chain and sprockets, new roller lifters and push rods, plus all hardware (spider etc). New high performance fuel injectors and Painless 60510 wiring kit ITB, most related relays. Please forward this to anyone you think might have an interest. $3,950.00 or best offer. Please call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis.

1962 Falcon two door wagon. Original 144 CID engine runs well. Three speed standard transmission. New brakes including master cylinder. New exhaust. Fuel system overhauled in November 2010. Excellent interior. Original paint. Minor rust on hood and quarter panels. Driven regularly and kept garaged. $7,500. Can e-mail photos. Stephen Duford 503-932-1575 or duford6@q.com. OR.

1962 Falcon four door sedan. Original 170 CID engine runs well. Three speed standard transmission. Body is excellent. No rust. Good interior. One tear in driver's seat. Carpet on driver's side worn. Can be driven daily. White exterior. Red and white interior. Kept garaged. $6,000. Can e-mail photos. duford6@q.com. Stephen Duford 503-932-1575. OR.

1962 Falcon two door Sedan, 170 CID, 6-cylinder, 2-speed-auto, 22K original miles, a near-mint condition classic! Straight chassis, solid body, light green color. Excellent interior, glass, and trim, historic tag, garage kept, $8,000; e-mail Paul Falconfan62@verizon.net for more information. Olney, MD 20832.

1963 Falcon Convertible. New everything. Full restoration completed in January. 2011. Rebuilt and modified 302 ci engine, headers, custom exhaust, rebuilt T10 3 speed trans. Reinforced differential with 3:55 gears. Very Quick and Reliable Car. Red with a black custom interior and a black top. $15,500 Firm. Pat Wilson 973-579-7205 or info@fordfalconstuff.com. NJ

1964 Falcon Hardtop, 1988 302 carbureted with mild build. Built C-4 automatic, Granada disc brakes, Built 8-inch rearend, Many performance parts, weekend cruiser that saw the occasional drag strip. Burgundy, black and gray interior with bucket seats. $8000 OBO. Serious inquires only please, call 757-646-6552 ask for Mike or email m.chambers70@live.com. VA.

—Continued on page 10

PRESIDENT'S MESSAGE: CHUCK BEASON

Our 2012-2013 FCA Membership Directory has been published and mailed out to all active FCA members of record as of December 2012 . Hopefully you have received your directory by this time and had the opportunity to check your information to be correct. I hope everyone has noticed the updated cover design and the easier to read format of each listing. The format was changed to improve the readability based on input from the membership and the innovative ideas of our editor, Wendy Crosby. Thanks to Wendy for the great design and thanks to all who helped with producing the 2012/2013 FCA Membership Directory.

The Falcon Club of America has held a National Convention for the past 32 years. The Convention is a combination car show, swap meet, banquet, vacation and a large family reunion. I can't think of a better place to meet fellow Falcon enthusiasts, build friendships, find those needed parts and maybe even locate that Falcon you've been searching for.

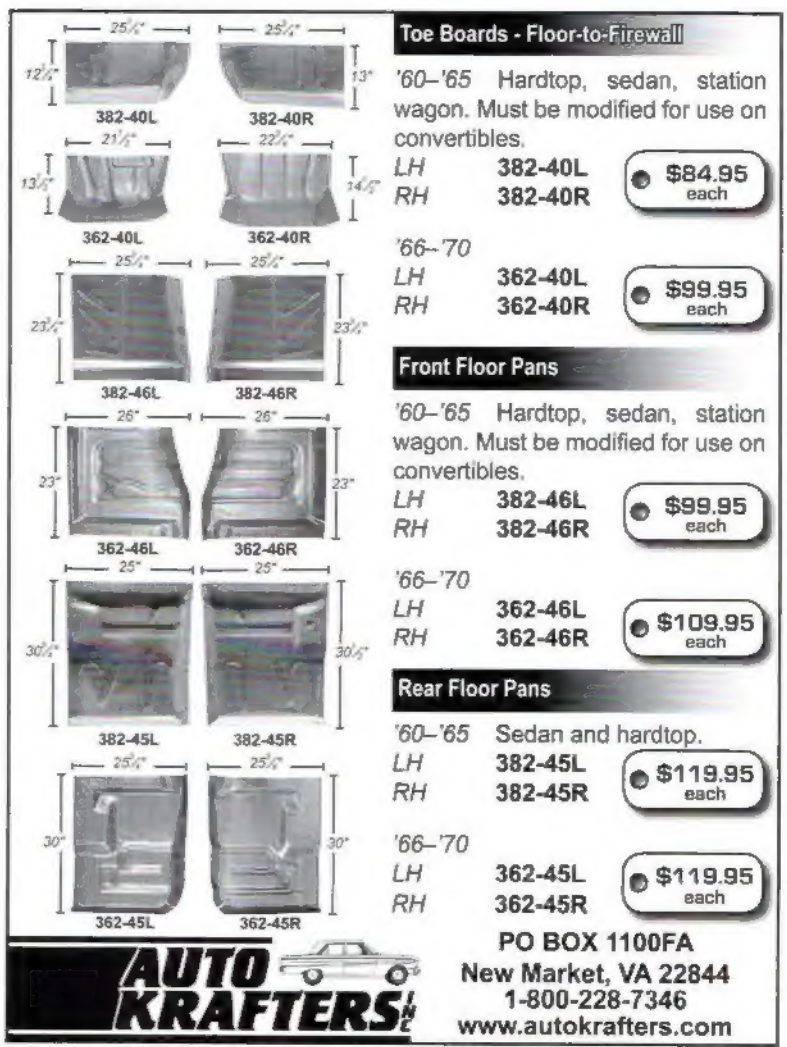
For our Board of Directors and Officers, the National Convention is a time to meet and share ideas and issues that have been passed to them throughout the year. Sad to say, but it's the only opportunity we have to meet in person as a group. Make sure to contact your Regional Director with any ideas or concerns you may have to be presented to the BOD. The Falcon Club of America is your club and your input is important.

The National Convention also gives the membership of the Falcon Club of America the opportunity to elect new Officers, hear the latest Falcon news and vote on any by-law changes that may be presented by the BOD. All FCA members over the age of 18 are eligible to vote along with their spouse. The time and place of the Business Meeting will be listed in the schedule of events in your registration packet. Please plan to attend this very important annual meeting.

The 33rd Annual National Convention of the Falcon Club of America is being hosted by the Bluegrass Chapter, the Ohio Valley Chapter and the Hoosier Chapter. Members of the three Host Chapters are busy with plans for a great weekend in July 2012. We hope you are planning to join us in Louisville for a great weekend.

The Keystone Chapter hosts the annual Keystone Regional Meet in Bethel, Pennsylvania in May. Our Falcon Friends in the Keystone Chapter always host a great event. We always look forward to the Friday evening cruise to Kaufman's Chicken for a great meal, fellowship and of course, ice cream. We hope to see you there next year too.

–Chuck & Carolyn



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The Long Way Home From the Convention

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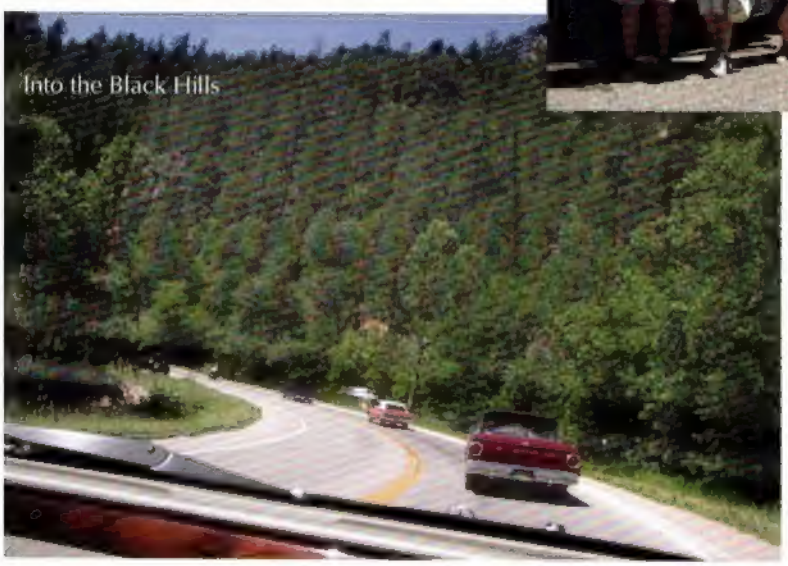
Yellowstone Tour vehicle



Into the Black Hills

of all it was part of our package deal at the hotel. We saw most of the park from this vehicle.

After spending two wonderful nights at Yellowstone is was onward to a place in the middle of Wyoming called Buffalo where we would spend one night. It was about 300 miles of more Western beauty.

We arrived in Buffalo with time to spare and toured the famous Occidental Hotel, a frequent home for Butch Cassidy and the Sundance Kid. That night we all met for steaks at a local Steak Café that was really nice.

The next day had us on the road again with our destination being the Black Hills National Park in South Dakota.

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Restoration parts for your Falcon

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CLASSIFIED ADS

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1964 Futura Conv. 250 c.u. 6-cyl engine w/header. 3 speed automatic. Recently restored w/slight modifications. See in Louisville this summer or purchase now and show it yourself. Beautiful car; $10,000 obo. Dayton, OH. Duane Bennett, 513- 897-9604 or 937-430-1632.

1965 Ranchero Deluxe V8 302, C4, $5,000 OBO. Ed Simoncelli, 717-582-2001, cell 717-991-7774. PA.

1965 Ford Falcon Futura four door, six cylinder 200 engine, automatic transmission. 82,000 miles (approx), original. Have dealer paperwork from when purchased. I am only the second owner, my uncle's father purchased the car in 1965. Needs floorboards, interior work, body work and paint, ball joints and shocks. Has good frame. Engine runs great, transmission and rear end in very good condition. $1000. Lots of new parts on car. Can be seen at 3125 Apt. D, Normandy Wood Dr., Ellicott City, MD 21043. Or call Ed Tucker at 410-465-5732.

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1965 Falcon Ranchero Deluxe Model 66B (1964 Futura side trim) Restored, Rust Free, Factory 289, 4 Barrel, 4 Speed, Bucket Seats, Red/White, Extremely Quick! Will deliver to Louisville Nationals. Joe Wall 615-405-3131, jwallmail@aol.com TN.

1966 four door Falcon Futura sedan; 6 cyl. 200; P/S; A/C; A/T. 80,000 actual miles. White over turquoise. Good tires; good driving car. Asking $4,500. I can send pictures. Contact clhuffer@twinvalley.net in Glasco, KS.

1966 Falcon Futura. Gold with gold upholstered interior. Rust free. 6 cylinder 200 engine, automatic transmission. Factory a/c. 126,000 original miles. Same owner for 40 yrs. Stored indoors for past 10 yrs. Perfect condition, drive anywhere. $9,500.00 OBO. John, 954-467-8371, marlene@prosje.com. Ft. Lauderdale, FL

1969 Falcon Futura wagon – model 71B. 77,000 miles. Car is original, unmodified. Second owner, dry western car, California and Wyoming. 302. C-4. PS. 2 Way Magic Doorgate. Brittany Blue Metallic (Q) – repaint and dull. Excellent two tone blue vinyl (4B) interior. Original accessory Ford GT-70 vinyl floor mats. Documents. $4,500 cash. John Whitehead. jwwwy@hotmail.com. Cheyenne., WY.

1965 Ford Falcon Sedan Delivery, $4000. 1965 Ford Falcon Futura HT, $1200. 1965 Ford Falcon Futura H/T, $600. 1968 Ford Falcon 2 door sedan, $500. 1965 Ford Falcon 2 door H/T, $700. 1960 COMET 2 door V8, $800. 1976 Ford Ranchero GT, $7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501or dbranson@mail.win.org.

FALCONS WANTED

Wanted: 1962 or 1963 Falcon Futura 2 door with Bucket seats. Also interested in 1964 or 1965 2 door or 1964 or 1965 Ranchero. Must be automatic, decent condition, will pay accordingly. Pictures and details to Tom, PO Box 1424, Malvern, AR 72104 or email soft_touch_99@yahoo.com.

PARTS FOR SALE

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, $30.00; exhaust hanger, part # CODD-5A283-F, $15.00; rear brake drum, part # CODZ-1126-B, $80.00; Autolite vacuum control, part # CODF-12370-A, $18.00; turn signal plate, part # CODF-13304-A, $15.00. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Parting Out: 1963 Futura hardtop: factory 170/ Dagenham 4 speed. Runs and drives; rusted out frame and floors. 1962 Futura tudor: early V8, headers, complete T-10 four speed, bucket seats and console. No title, all or part. We have a 30 year+ collection of Falcon parts—what else do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

1965 and up, Granada Disc brake complete setup, all parts serviceable. $450. Bob Matich, 734-2610529 or skykingf63@wideopenwest.com. MI.

1963 NOS: V8 arm and bushing, $175. License light lens $20. Temperature gauge $45. Temperature cable, $30. Quarter molding Futura, $135 ea. Six cyl. standard shift radiator $125. Amber park light lens $25 ea. Back up light switch automatic, $50. Left door handle, convertible part # unreadable, $70. Many more. Frank Stewart, 440-282-6277. OH.

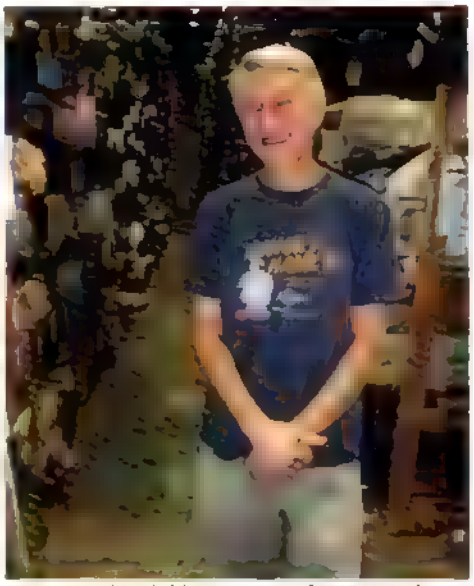
1964 Falcon Parts For Sale: 260 cubic inch engine with Fordomatic transmission, running combo $450. Four 13 inch wheels and tires, used little $150. Right front fender $50, front bumper, straight but needs chrome, $50. Call or email Neal Speer 802-868-4277 or nealspeerconstruction@yahoo.com.VT.

Steering parts for converting 1960–1964 manual steering to 1965 steering gear. See article from October 2008 Falcon News, page 4. Parts are new,

—Continued on page 14

SMS Upholstery has been around since 1972. SMS was initially a partnership and a car-prep business for preparing American classic cars for shipment to Europe. However, the car-prep business slowly transitioned from mechanical prep and repair to an auto upholstery repair business. This lead to SMS's eventual and dedicated auto upholstery services.

The SMS home office and warehouse in Canby, Oregon. Twice as large as their old Portland, Oregon facility and they still need more space!

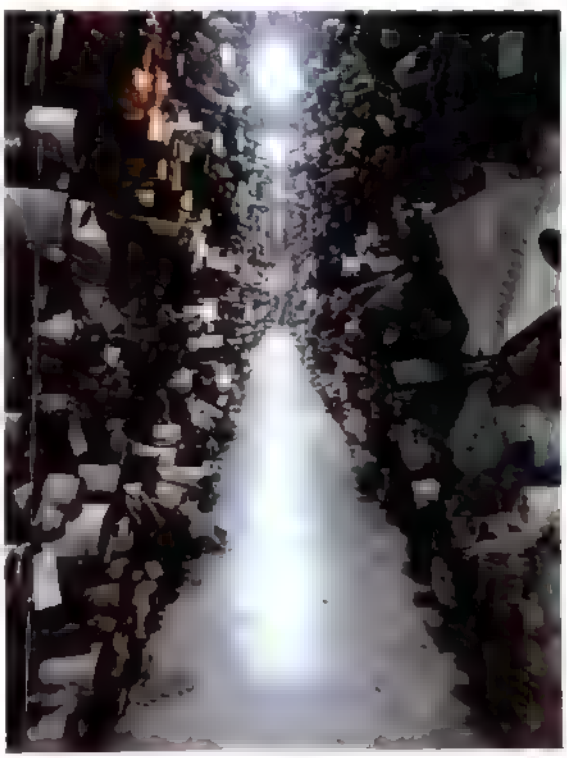


Amongst his children, owner of SMS Upholstery, Doug Pollock

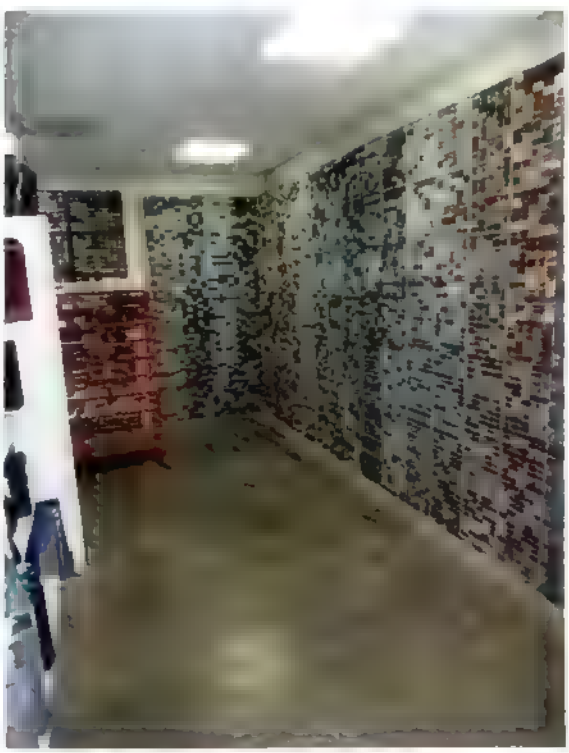
So what has SMS been doing for us car dudes since relocating from Portland to Canby, Oregon? What, they've moved? Oh yeah, and doubled their business in the process. Pretty darn impressive, especially during this so-called weak economy of ours.

SMS owner Doug Pollock, commented, "Actually, business has been pretty good to us, considering... We moved our business in 2004, which was indeed a huge undertaking, and along the way we doubled both our inventory and our customer-base."

I asked Doug what he thinks might be the reason for the up-swing in business when other businesses are struggling. Doug responded, "Old guys like you are buying our prod-



This gives you an idea of the huge SMS inventory. Look closely at the far end of the aisle. There's a real person standing there. Honest!



Wall of samples... Each bit of color is an upholstery sample. Interestingly, the visual samples are affixed to the outside of each single sample drawer with the working sample contained inside. Not everything needs to be computerized.

Doug Pollock, SMS Upholstery

Of the thousands of upon thousands of upholstery bolts - of every make, category, and design - I had to see the Ford row. And here it is, from top to bottom, from row-end to row-end, all Ford.

The numbering/location system of the upholstery bolts seems a bit antiquated, but it sure works. Doug Pollock and his team know exactly where every single bolt is located.

Finished product

ucts." I think he was kidding. "Car restorers seem to be hedging on the future by purchasing materials now, rather than later, when they actually need them. Like anything else, auto restoration has it ups and downs, but for us it's been an up-thing." What else? "We are one of the few automotive and marine upholstery companies that produce their own fabrics and vinyls. This gives us a leg-up on the competition. And if you do it right, your customers come back."

I came back! In 1996, I purchased SMS's very first production set of door panels for my 1964 Fairlane. They are perfect; as I'm sure the SMS door panels for my 1963 Falcon will be—future article on the finished product in the works.

"What does the future hold for SMS" I asked Doug. He replied, "I need an additional 15,000 square feet of work and storage space, which I'm working on now. I'm pushing 60 and I'd like to start thinking of retirement. You know, those golden years."

It doesn't seem too likely Doug Pollock will be allowed to retire anytime soon. Doug has two sons waiting in the wings, however, neither son knows much about old cars, or old customers. But you never know—things do change. So, if you need custom or original upholstery for that classic, muscle, or stock-as-a rock ride, go see Doug You can call them too.

SMS Upholstery is located at 350 South Redwood Street, Canby, Oregon 97013. Telephone 503-263-3535. And on the web it's smsautofabrics.com.

—Submitted by Steve Brown (FCA #13541)
Roseburg, Oregon

This is the work station where fabric and vinyl comes together to become a work-of-art for your car. But next to this work station is where the real magic occurs; the manufacturing of automotive fabrics and vinyls. Sorry, no photos please! Trust me, its a very interesting process.

CLASSIFIED ADS

—Continued from page 11

painted semi-gloss black, never put on car. Center drag link, after 6-10-64, V8, MS, $150. Two inner tie rods, MS, V8, LH/RH with adjusting sleeves and clamps, $65. Idler arm and bracket, 1965-66, $65. Pitman arm for 1" sdector gear box, 1965-67, $65. Sell all together only. Gene Heid, 419-562-4594. OH

Refurbished OEM Deluxe armrests for Falcons, Fairlanes, Comets, etc. Armrests - in limited quantities - include the stainless trim insert. Armrests can be dyed -recommended - before shipping to match your color requirements. Both front and rear pairs available. Note: Refurbished OEM ash trays for rear armrests available soon (price TBD). These armrests are OEM 1960's armrests and are better than driver/ less than concourse, but pretty darn nice. Photos of refurbished armrests available. $75 per pair; One pair of new Dearborn Classics black Deluxe front armrests, including the stainless trim insert. $90 per pair; Original 1963 Futura gas cap. Driver plus quality, $40. Shipper and shipping cost determined by buyer. Contact: Steve Brown, 541-440-2697 or at theobrowns@charter.net. OR.

Four Futura hubcaps, very nice, $40. 6 cyl auto radiator, like new, $100. 2 bbl. intake manifold very good, $75. Two bbl carb. $50, both off a 289 engine. Left and right exhaust manifolds, $75, off same engine. Dean Abbott, 260-9 82-2328 or 260-578 -2328. IN.

1963-144 C.I. motor from a 40,000 mile unrestored original Futura with Fordomatic transmission. Motor and tranny ran perfect when removed three months ago. I drove the car 2000 miles this last summer including the Mid-America meet in Overland Park, KS in September. $475. Also have a 1968 200 C.I engine $125.00 and extra parts. David Julian, 417-881-4043 or dkjulian@sbcglobal.net.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with *pins. $650. Call or email for availability and prices.* Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

PARTS WANTED

Want to buy: pair of bucket seats out of a 1964 Ford Falcon Futura complete with rails. Call Gene at 515-986-3092 or gjpastour@msn.com. IA.

Wanted. Bucket seats for a 1963 convertible. I have been told 1963-65 convertible or 1962 sedan seats are the same as the 1963 convertible—is that true? Also need a console from a 1960-63. Lyle Hansen, 715-877-2374 or carlyleh@live.com. WI.

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. The unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolted on to the rear end of the transmission. This company also made units for the full-sized Fords and T-Birds.Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

Wanted: Decent console with lid etc. for 1964/65 Falcon or Comet, happy to pay the price. For another car I also need a set of bucket seats for 1962-65 Falcon or Comet hardtop, suitable to re-trim. Steering wheel for 1963 Sprint in decent condition and tachometer for a 1963 Sprint. Although not strictly Falcon, but certainly related, for 1968/69 Ranchero I need: Nice clean rust free and dent free tailgate plus some misc. body mouldings and emblems, I can email a list. Shipping would be to Oakland, CA 94621, although I reside in Australia. Phil Hart, realcars@bigpond.com. Australia.

MISCELLANEOUS WANTED

Wanted: Sponsors! Be a sponsor of one of the most successful racing Falcons running today. You can be a part of the team, Mighty Falcon Racing, by supporting the team through a sponsorship. Keith Davidson is the current champion and record holder at the Pikes Peak International Hill Climb in his 1963 Sprint. Go to mightyfalconracing.com for more info.

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BOOK: THE FORD FALCON 1960-1963, second edition, by Phil Cottrill. Superb account of the development and production of the early Falcon. 8½ x 11 in., 152 pp, 121 photos, softbound. Check or PalPal for $25., free shipping to 50 states. Phil Cottrill, P.O. Box 4, Mineral Wells, WV 26150. pcott@frontier.com. WV.

Falcon Sprint 1/18 scale die castmodel of Keith Davidson's 1963 Falcon race car, the "Mighty." Faithfully reproduced and available immediately. $89.99. All proceeds go toward racing and winning at the Pikes Peak Hill Climb again this year. mightyfalconracing.com to buy the model and for more sponsorship information.

Shop Manuals by Ford: '60-'63 $34.95 '64-'68 $49.95 ea. '69-'70 $59.95 ea. '63 Owners Manual: $14.95 Part Interchange Manual: '60-'65 or '63-'70 $39.95 ea. Falcon 140 page Road Test book '60-'70 $19.95 Hardcover Falcon history book $39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. http://www.falcon6handbook.com. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

A FORD FALCON FAMILY

BY JOSEPH B. LEWIS

I was raised in a family where my father bought Fords, new and used, for over 40 years. My dad seemed to like Fords in general because he found them to be easy to work on. His first two Fords were Model As. The first one was a 1930 Coupe and the second one was a 1931 Fordor which he still owned when I was a toddler in the early 1950s.

When Dad began to look for a second car for my mother to drive in the mid 1960s, he found a cute little 1961 Ford Falcon two door sedan with an automatic transmission and 170 c.i.d. six cylinder engine. I always thought this car was unique because it had a very large white steering wheel. I

This was how my mother's 1961 Ford [illegible] interior seats, and a chrome strip down the [illegible] it had no engine size markings on the front fenders of the car. So, most people thought it was a six cylinder until I took off from a red light or stop sign. I also put cone hub caps on it with white wall tires. That really jazzed the car up for me.

didn't know at the time that the large steering wheel cut down on the number of revolutions a person had to turn it when parking the car. My mother allowed me to drive the Falcon occasionally to run errands.

I remember one summer afternoon when my uncle had just purchased a 1962 Falcon Futura two door sedan from a co-worker he knew at Ford Motor Company. This Chestnut Burgundy car had black bucket seats and a floor mounted four speed manual transmission. My uncle handed me the keys and told me to take it for a spin. I had never driven a floor mounted stick shift car before, so it took me some time to figure out how to shift according to the numbers on the shifter. I finally figured it out and had a great time driving this Falcon. It had a lot of torque for a six cylinder engine. This car today would be a definite collector Falcon with the configuration it had for an engine and transmission.

Unfortunately the 1961 Falcon threw a rod bearing, so instead of trying to fix it, my dad decided to look for another car for my mother. Well, in December, 1966, my dad found another used red Falcon, but this time, it was a 1964 Falcon two door sedan with a 260 V-8 engine—164 hp—and manual steering. Now this was a very fun car to drive, especially for me, being a very excited teenager who loved cars with speed.

—Continued on page 18

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A FORD FALCON FAMILY—FOREVER!

—continued from page 17

My mother allowed me to drive it to college and later after my mother became ill she basically gave the car to me so that I was also able to drive the Falcon to college and to work at Chrysler Corporation.

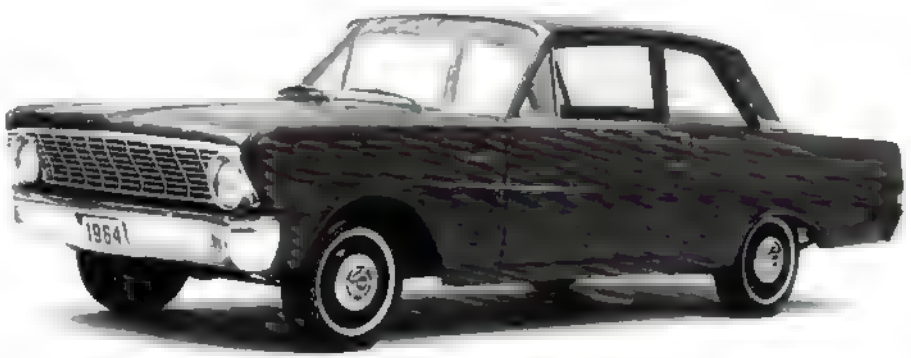
In March, 1972, the engine developed problems which would cost hundreds of dollars to repair. I then decided to replace the engine with a re-manufactured engine from Michigan Motor Exchange, a local engine company in Detroit. I had the engine replaced and felt that I now had a true "sleeper" of a car. An unofficial definition of a a Sleeper— no orange flames, no fancy stripes. And no mag wheels. But under the hood, all the horsepower you could ever possibly want. And under the roof, every bit of technology you could ever need. So aside from the valet guy, your little secret was perfectly safe.

I drove the Falcon until I purchased a new car in April of 1972, and I basically gave the Falcon to my brother at that point. In 1972 my brother was working at Ford Motor Company in Dearborn, Mchigan. He worked afternoons and drove the Falcon to work daily. One particular day he drove to work and parked in the employee lot as usual. When he came out of the plant that evening around midnight, the Falcon was gone.

A few days later, we received a call from the Michigan State Police post in Ypsilanti, a town west of Detroit. They stated that the Falcon had been found on the I-94 Freeway. Someone had driven it off of the freeway and down an embankment, turning it upside down on its roof in a ditch. He mentioned that we could call the junk yard where the car had been towed and talk to the owner. I called the junk yard owner and he said that we could come over and either take the car after paying the towing fees or simply bring him the title and we could take any personal items out of the car we wanted. The only item I decided to take was the fm converter radio. My feeling was that I could use it again in another car that I may purchase in the future, or a least I had a momento from the Falcon.

Now we move the clock forward to 1982. I had been looking for another antique car around this time. I had a 1941 Plymouth Business Coupe, but I wanted a car from my not to distant past; such as a Plymouth Valiant or a Ford Falcon which were both cars I drove in driver training class in high school. I went and looked at one 1964 Falcon Sprint not too far from my home in Detroit. It was a convertible but needed quite a bit of work although it still had the original Sprint

—continued on page 22



CALENDAR OF EVENTS

MAY, 4–5, 2012

KEYSTONE CHAPTER REGIONAL MEET: BETHEL, PA

Come join the Keystone Chapter in Pennsylvania Dutch country for their 16th Regional meet.The Midway Comfort Inn is located near Bethel, PA on I-78 at exit 16 midway between Harrisburg and Allentown, PA. Call 717-933-8888 for room reservations. Be sure to mention the FCA to get the special room rate of $75.99. www.sites.google.com/site/keystonechapterregional.

JULY 12–14, 2012

33RD ANNUAL FCA CONVENTION: LOUISVILLE, KY

Hosted by The Hoosier Chapter, The Ohio Valley Chapter and The Bluegrass Chapter, this meet promises to be three times the fun. Register Now with the form in this issue! Info: Dale, 502-648-9801. John 513-312-8799 or Larry 317-418-8301.

TRISTATEFALCONNATIONALS2012.COM

NOTE: I just made my room reservations for the FCA National meeting and found a good way to save some money if you're planning to stay more than 4 nights. The nightly room rate is $79 plus tax. I was booking 6 nights ($474 plus tax) to give me some time to sight see in the L'ville area. I desk clerk told me I could save money by booking 7 nights and getting the weekly rate of $32 per night ($224 plus tax).Hope this saves you some $ if you plan on a few extra days in the area.. —Bill Poole

CAROLINAS CHAPTER REGIONAL MEET DATE CHANGED TO OCTOBER 5-6, 2012.

Not receiving your Falcon News? Contact Denise Sword, Corresponding Secretary. NEW! Please contact Denise by email or snail mail (see page 5). Phone calls take time and require her to transcribe your information. Thank you in advance for your cooperation.

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THANKS TO OUR ADVERTISERS FOR SUPPORTING THE FALCON CLUB OF AMERICA.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are $25. ($30 for Western Hemisphere, $40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

YOUR LETTERS

I just wanted to compliment you on the continued success of the National News. I think you do a fine job, and I suggest only changing things as you see fit. I trust your take on things. I do think horizontal covers are fine but how about adding this idea. Why not have a photo of the car on the cover, and make the back page a calendar that could fold down allowing the issue to be hung on the wall? Since your issues are monthly you could have all of the dates of important meetings and conventions listed. You might have to plan ahead and have the issue for the month be mailed at the end of the previous month so the club member gets it in time. Photos could be seasonal and I know I would look forward to seeing whose car was featured—much like you do now. Sure you would have to punch a hole in each issue for it to be hung up - but what a great way to have the issue on hand all month

I also wanted to say how wonderful this year's directory is. Great covers, with old and new (old looking) photos. The text is clear and well laid out, really well done! If I can add my two cents for next time, how about listing how many members there are in each state and in total for the world? Along these lines, how many convertibles, sedans wagons , etc., there are in total and for each year? Forgive me if that information is in there and I overlooked it.

Maybe for the covers for the directory next time you could use old photos from the '60s and 70's of member's cars—for those people who have had them that long—when the cars were new. Again, these kinds of photos could be nice on the calendar.

I would have liked to have bought a 2012 Falcon this year, but had to buy a Mustang instead. It really is a sight to see them parked side by side in my garage. There are more than a few design ideas from the Falcon that have been revised on the Mustang.

Thank you for everything. Again, such great work.

—Nick Maravell (FCA #5455)
Greenlawn, New York

Just wanted to say I had received my roster for the FCA last month and had been meaning to write you. You did what you said you would do on it and I like what you did with the cover. It is much easier to read and that's not because I'm getting older! I have always liked the having the directory and I am glad the National Club is continuing to do it, and with style!

— James Bubba Baxter (FCA #4976)
Lincolnton, North Carolina

Ed. Note: Thanks for the kind words, Nick, James, and many others who have written regarding the magazine and the directory. This is exactly what keeps me going!
The calendar idea is a good one, as long as the Editor can keep ahead of the months, that is! Maybe work a month ahead. Send in your photos! And we are working on updating the list with Falcon updates included. See the instructions in the directory for updating your information with additions or corrections.

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The Long Way Home From the Convention

—From page 9

Left: rest stop —
Above: Photo opportunity at Crazy Horse

After a couple more hours of desolation we arrived in The Black Hills National Park area. Jack and Colleen took over as tour guides at this point as they were given this suggested route by Jim Hatcher while they were all talking about our upcoming trip at Steamboat. It turned out to be a great day of touring!

Our first stop was the Chief Crazy Horse Memorial. Jack, Doug, and Ed staged the photo. After a visit to the best museum I've ever seen on Indian lore we traveled the Needles Route on to the Mt. Rushmore Memorial. Falcons go anywhere! Often we had to wait for oncoming traffic. Very narrow road and tunnels. At several spots the drops to the valley were very steep and caused the driver to pay close attention!

After a brief visit with Mt. Rushmore we headed out to our next overnight stop in Wall, South Dakota.

The next morning's plan was to drive through the Badlands National Park. As Jack, Colleen, Doug and Darla had all done that before they headed in a southerly direction to get home in Kansas and Oklahoma. The rest of us did tour the Badlands Park for a few hours and then started our long trek back to Ohio, Maryland and Delaware. After seeing the attractions in areas west of the Badlands the rest of the trip was in familiar looking territory.

After four more days on the road through mostly familiar territory we arrived home. What a great trip! And the best part will be all the stories that are yet to come. Some of our good Falcon friends that were not a part of this particular adventure will have all of their tales to relate at future meetings. Now we just have to find out if they want all their tales made public!

Keep on Falconing!

—Phil Barber
Editor Mason Dixon Chapter
Annapolis, Maryland

Phil Barber is a Frequent Contributor to The National Falcon News. Besides his stories and photos, his Tech Tips are also always much anticipated and well received.

—Falcons Threading the Needles on page 24

A FORD FALCON FAMILY—FOREVER!

—continued from page 18

automatic 289 V-8 engine with a 4 bbl carburetor and bucket seats.

I later saw an ad in the Sunday Detroit News Antique Auto Section for a 1965 Ford Falcon Futura two door hardtop, stating that the car ran well and was in good condition. I went over to look at the car and was instantly impressed with the look of the car.

It had been re-painted in a light green with a dark green center between the side trim pieces. It had a four speed transmission and a 289 V-8 engine with a 2 bbl carburetor and manual steering.

There were 24, 451 two door Futura Hardtops produced in 1965. This car came from the assembly plant with the following details according to the Vehicle Identification Number (VIN):

- St. Louis Assembly Plant, Hazelwood, Missouri
- Exterior Color: Honey Gold w/White Insert
- Seats were Ivy Gold
- Four Speed Manual Transmission w/Manual Steering
- AM Radio
- Two Speed Windshield Wipers

The car originally came from New Mexico which was why it was ordered without a windshield washer unit. The owner took me for a short ride and I couldn't believe the torque that the car had at each shifting of the gears as it threw me back in my seat. He also had straight flared pipes coming out of the rear of the car attached to thrush" cherry bomb" mufflers and raised white letter bias ply tires. Boy, what a great sound those pipes made as you downshifted from fourth to third to second and sometimes to first.

I called him several days later and told him I would buy the car. My brother followed me over to his house to pick up the Falcon. I hadn't driven a four speed since I drove my uncle's 1962 Falcon back in the mid 1960s. I was somewhat nervous, but made it home without incident.

I've enjoyed driving the Falcon over the years. It is somewhat rare because it has a four speed transmission with a bench seat. Many Futuras and Sprint models have bucket seats with 4 speed transmissions.

Getting back to the FM converter story. I noticed it sitting on the shelf in my basement one day. I thought that it would be nostalgic to put this FM converter which I took out of the 1964 Falcon and install it in my 1965 Furura Hardtop. It fit perfectly in the exact same place as it had been in the 1964 Falcon and it is nice to have an FM radio in the car vs. only AM.

When people ask me if I would like to sell the Falcon, I simply say No. This is why I believe we will be a FORD FALCON FAMILY FOREVER!

—Submitted by Joseph Lewis (FCA #817)
Redford, Michigan

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Alamo Chapter
San Antonio, TX
2nd Sun.–monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 626-2050

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July, Aug. at Berge Ford, 460 E. Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. Every 3 months
4:30 PM at Shoney's at Fern Valley Rd.
(502) 290-8716

Blue Ridge Chapter
South Carolina
3rd Sun.–monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat.- monthly, 4 PM
(512) 670-0544

Carolinas Chapter
Charlotte, NC
1st Mon.–7 PM
Holday Inn Express Hotel, 2491 Wonder Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

Central California Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

Columbia River Chapter
Vancouver, WA
1st Thurs. - monthly, 7:30 PM, March - November.
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd. ,
Vancouver , WA
(360) 225-7403

Early Falcon Car Club of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat–monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun–monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat–Odd Months
(408) 293-5848

Greater Ozarks Chapter
Springfield, MO
2nd Sat–Even Months
Panera Bread, North Kansas Expressway, Springfield MO. 2 PM.
417-761-2677

Hoosier Chapter
Indiana
1st Sun.–monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 418-8301

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.–monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.–bimonthly
Holiday Inn Southgate, 17201 Northline Road, Southgate, MI
(313) 382-2993

Mid America Chapter
Kansas City
2nd Fri.–monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.–monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Sat.—monthly
northeastfalconchapter.com
(401) 823-1059

Northland Chapter
Minneapolis, MN
2nd Sun.—odd months
(651) 458-1707
northland-falcons.com

Rainier Chapter
Seattle, WA
3rd Wed.—monthly except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter
Sacramento, CA.
2nd. Sat. even months
12:00 PM, Round Table Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons
Pasadena, CA
2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 820-4808

Sonoma County
Santa Rosa, CA
1st Thurs.–monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.–monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat.—monthly
Prince's Drive-In, I-45 & Fuqua; 6:00 PM
(713) 703-5110

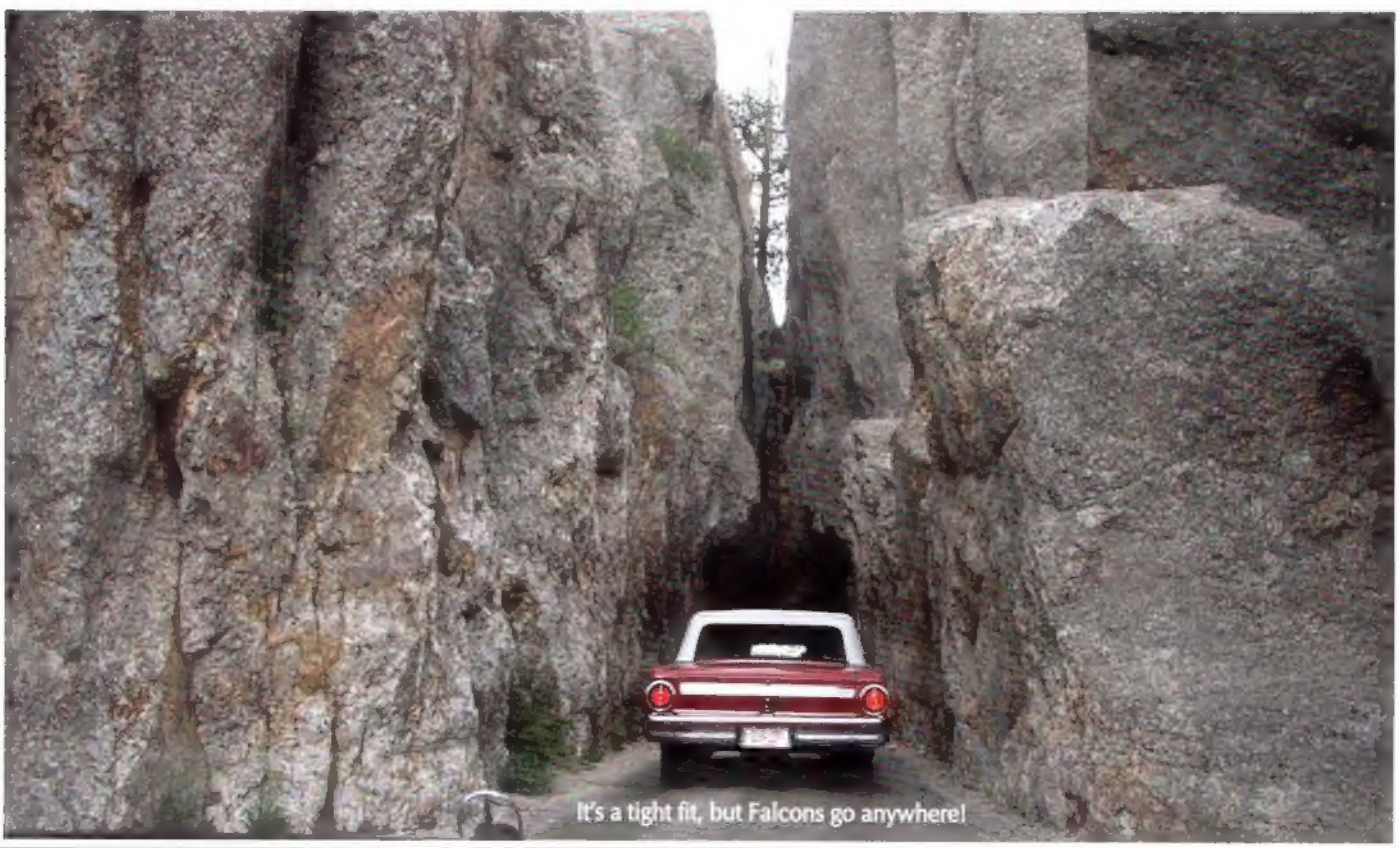
Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons
Richmond, VA
2nd Sun.—even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter
Western Colorado
Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

The Long Way Home From the Convention



It's a tight fit, but Falcons go anywhere!